

F00016

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

DESCRIPTIVE REPORT

Field Examination

Type of Survey

Field No.

Registry No. F00016

LOCALITY

State New York

General Locality

Sublocality Upper Hudson River

19 35,

CHIEF OF PARTY
F.B.T. Siems

LIBRARY & ARCHIVES

DATE

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as:

FE No. 2 1936

ORIGINAL

F.E. 2 (1936)

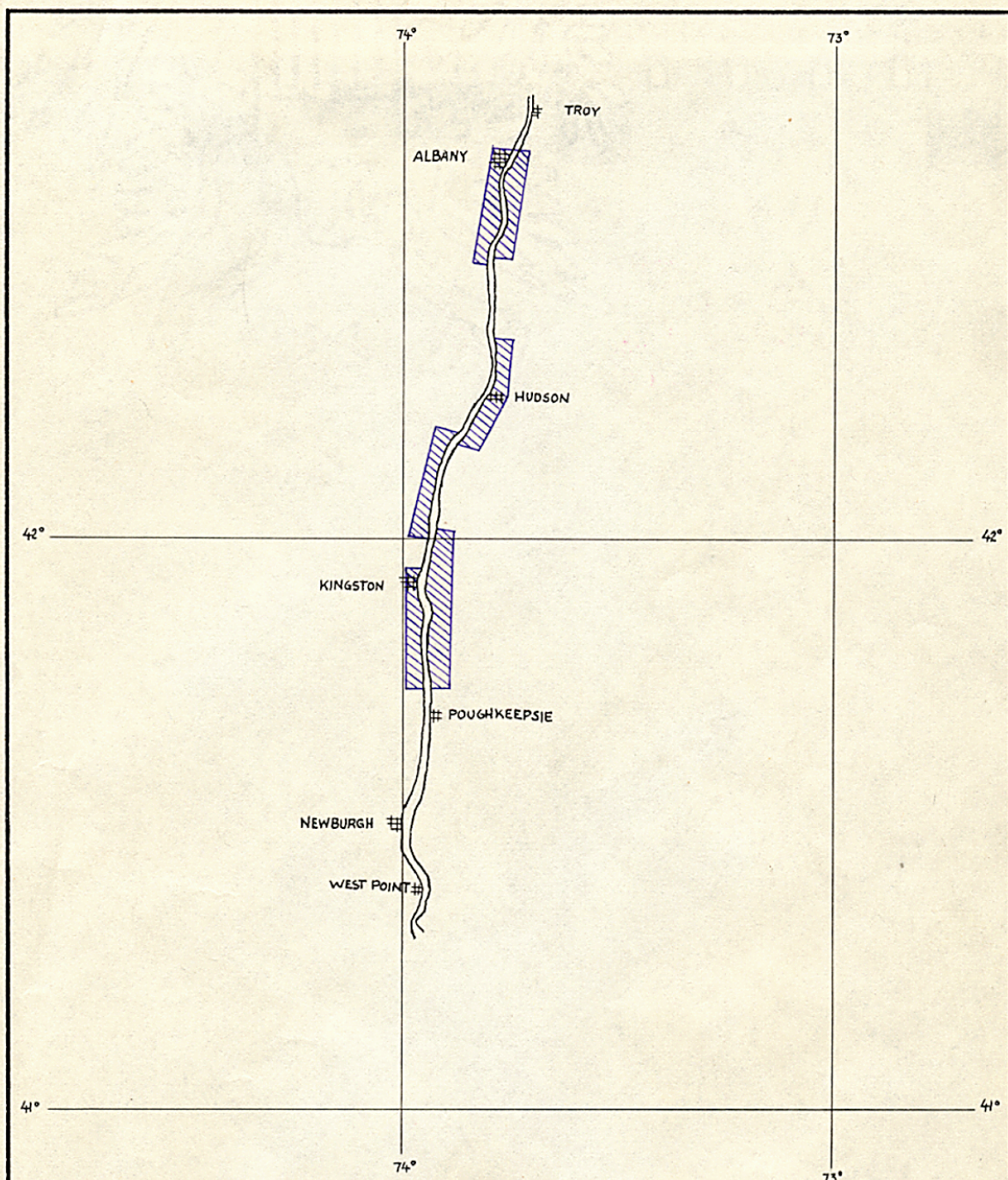
R.F.S.

AIR PHOTO FIELD INSPECTION
of
UPPER HUDSON RIVER, N.Y.

By
Party No. 12.

R.C.Bolstad -- Chief of Party.

To be filed as part of
a descriptive report when the
compilations are registered.



AIR PHOTO FIELD INSPECTION
of

UPPER HUDSON RIVER, N.Y.

OCT. & NOV. 1935.

▨ - - Area Inspected.

R.C.Bolstad -- Chief of Party No. 12.

AIR PHOTO FIELD INSPECTION of UPPER HUDSON RIVER, N.Y.

In the fall of 1935, during the months of October and November, a field inspection was conducted of single lens aerial photographs along the Hudson River between Poughkeepsie on the south to Albany at the north. The inspection of photographs involved 81.7 statute miles of flight strip and covered an area of 129 square statute miles.

PERSONNEL.

The party personnel consisted of:-

Lieut. (j.g.) R.C.Bolstad during Oct. and Nov.
R.L.Fisher, Draftsman from Nov. 1 to 27th., incl.

PHOTOGRAPHS.

The photographs were taken by the 8th. Photo Section, U.S. Army Air Corps at Mitchell Field, L.I., with a single lens camera, model K-7C, equipped with a twenty-four inch focal length lens. The approximate altitude at which the photographs were taken was 15,000 feet which placed the negatives on a 1-7,500 (approx.) scale. One set of direct prints was furnished the field inspection party by the Air Corps. The negative rolls were forwarded to the Coast Survey office in Washington, D.C. and enlargements made to a scale of 1-5,000. These enlarged prints are to be used for the office compilation.

Considerable trouble was experienced by the Army in using this camera as it was the first time it had been used, having just been developed in the Fairchild laboratories. For this reason many of the photo flight lines deviate from the specified lines, some of the photos are diffused slightly in places due to lack of proper vacuum to hold the negative flat against the back plate, and photographing the area has been considerably retarded. As the Army was unable to furnish all the photos for this area, the inspection was made of all the photographs received to the close of the field inspection period. The following tabulation lists the photographs which were field inspected:-

WEST SHORE OF HUDSON RIVER						
Photo & Flight No.	Date	Time	TO	Photo No.	Time	Stage of tide. (Ft. below M.H.W.)
V-283 (875A-8)	May 26, 1935	11:54am.	To	V-302	12:00 n.	2 $\frac{1}{2}$
V-303 (875A-8)	" "	12:03pm.	"	V-312	12:07pm.	2 $\frac{3}{4}$
V-313 (875A-8)	" "	12:12pm.	"	V-315	- -	2 $\frac{3}{4}$
V-202 (874D-8)	" "	- -	"	V-211	12:15pm.	2 $\frac{1}{2}$
V-180 (874D-8)	" "	12:23pm.	"	V-201	12:30pm.	2
V-129 (874 -8)	May 17, 1935	9:29am.	"	V-124	9:27am.	4
V-123 (874 -8)	" "	9:26am.	"	V-107	9:22am.	4
V-106 (874-8)	" "	9:21am.	"	V-91	9:15am.	4
V-90 (874 -8)	May 16, 1935	12:42pm.	"	V-86	12:41pm.	2 $\frac{1}{2}$

EAST SHORE OF HUDSON RIVER

Photo & Flight No.	Date	Time	To	Photo No.	Time	Stage of Tide. (Ft. below M.H.W.)
V-316 (875A-8)	June 14, 1935	1:40pm.	To	V-335	1:45pm.	1 $\frac{1}{2}$
V-336 (875A-8)	" " "	1:47pm.	"	V-346	1:51pm.	2
V-347 (875A-8)	" " "	1:53pm.	"	V-357	1:57pm.	2
V-212 (874D-8)	" " "	1:59pm.	"	V-216	2:00pm.	2
V-264 (874D-8)	May 26, 1935	12:36pm.	"	V-271	12:39pm.	2
V-238 (874D-8)	June 14, 1935	2:12pm.	"	V-246	2:15pm.	1 $\frac{1}{4}$
V-247 (874C-8)	" " "	2:16pm.	"	V-263	2:22pm.	1 $\frac{1}{4}$
V-1 (874 -8)	May 16, 1935	12:09pm.	"	V-18	12:15pm.	3
V-19 (874 -8)	" " "	12:16pm.	"	V-32	12:20pm.	3 $\frac{1}{2}$

NOTE:- The photographs as listed in the preceeding tabulation are listed in order from south to northward. The stage of tide was computed from the Predicted Tide Tables and is representative of tidal conditions at the center of the flight line.

GENERAL DESCRIPTION OF TOPOGRAPHY.

The territory covered by this inspection, in general, consists of a sloping wooded area (mostly pine and oak, some locust, cedar, birch, hickory, elm and maple) with the woodland becoming more dense as the elevation increases away from the river front. Adjacent to the water front on the east side of the river there are many large estates, particularly in the locality from Poughkeepsie to Annandale, while orchards and farm lands exist in greater abundance on the west side of the river.

There are numerous brick manufacturing plants, some in operation and many dilapidated and abandoned, on the west river banks extending all the way to Albany. Many large abandoned ice houses also line the banks, particularly on the west side. At Cementon (just north of West Camp) there are several cement manufacturing plants; this is also true of Hudson on the east side of the river.

At the southern portion of this inspection area the control stations were not readily accessible by motor truck. Nearby roadways at river elevation are less frequent and recovery of many of these stations necessitated long walks and considerable climbing over the steep rock banks. Uncertainty as to the exact station location often required several trial climbs up and down the steep banks which terminate directly into the deep water.

CONTROL

Triangulation.

From Crum Elbow Point to Kingston the 1933 Triangulation by Lieut. C.A.Egner and from there to Albany the 1934 triangulation by Lieut. J.A.Bond furnishes control for this area.

There are several 1857 stations which were recovered in the southern portion of this area and can be used in controlling the radial plots.

Triangulation station "Hilltop 1933" could not be positively spotted on the field photos as this station lies on the top of a hill in the midst of a heavily wooded section. Range lines were plotted on the photo in order to confine the stereoscopic examination to a small area while searching for the tower which still stands over the station. This examination should be made with the powerful magnifying stereoscope in the office. A similar office investigation will be required for station "Mt. Rutsen" 1933.

Due to the lack of time no new control was put in by this inspection party; however, in order that a strong photo plot be obtained it appears that inland stations should be established at the required intervals.

All triangulation stations which were received and spotted on the field photographs have been marked on the index charts (by legend) which accompany this report. Recovery cards are submitted to supplement the previous descriptions and to aid in future spotting on photographs.

Topography.

Late topographic sheet boundaries, 1934, have been shown on the accompanying index charts for the area of inspection. These topographic surveys were executed on the aluminum paper-backed sheets by the party of Lieut. J. A. Bond, and are as follows:-

<u>Register No.</u>	<u>Date of Survey.</u>	<u>Scale.</u>
6202	July - Aug. 1934	1:10,000
6203	August 1934	1:10,000
6204	August 1934	1: 5,000
6205	Sept. 1934	1:10,000
6206	Oct. 1934	1: 5,000
6207	Oct. 1934	1:10,000

Traverses.

The N.Y.C. & H.R.R.R. (New York Central & Hudson River Railroad) along the eastern water front and the West Shore R.R. (leased by the New York Central) may be used to advantage to control the photo plots. The traverse data may be had from the Engineer's office of the N.Y. C.R.R. in New York City, upon request.

The Central New England R.R. (just north of Rhinecliff) and the Boston and Albany R.R. at Hudson may also be used to control the plot.

The high-tension line traverse of the Central Hudson Gas & Electric Corp., just to the south of Hudson, may be secured from Mr. H.O. Bundy of this company at Poughkeepsie, N.Y. and will assist in the photo plot. The N.Y. Power & Light Co., Albany, N.Y., high-tension line traverse in this same locality, may be secured from Mr. George.

Recoverable Topographic Stations.

All the recoverable topographic stations described by Lieut. Bond in 1934 were not searched for and spotted on the photos. Of the 20 stations so described 5 of these may be spotted by the aid of the stereoscope and the remaining ones are not required to control the plot as they are along the river front close to triangulation stations.

LANDMARKS.

(See letter 856-1936)

All landmarks for this area have recently been submitted by Lieut. Egner and Lieut. Bond (See Div. of Charts, File No. 256) and are complete and correct except as noted below:

Not charted - The "FLAGSTAFF, Rondout Yacht Club (● cab)" 41°-55.7', 73°-57.8', *R.A.B.* is not prominent enough to be charted. It consists of a short wooden pole mounted on the top of the one-story frame building of the Rondout Yacht Club.

The lighted aero beacon a Bethlehem Center has not been mentioned by Lieut. Bond. It exists today and should be charted. The position

284 charted as "Approx. Pos." R.F.S.

as shown on the present chart No. 283 is incorrect. A better approximation of the position is shown on the accompanying chart; the position was gauged in relation to the roads as charted in that area. As this light falls on the outer extremities of the photos and the surrounding control is inadequate for a strong photo plot it will necessitate cutting in by triangulation for an accurate position. An approximate position for charting can be obtained by scaling the position to the roads as charted on photo V-103 (874-8) field print.

charted as "Approx. Pos." R.F.S.

The aero beacon shown on chart 283 at Lat. $42^{\circ}-11.2'$, Long. $73^{\circ}-48.6'$ was not submitted in Lieut. Bond's list of landmarks. The aero beacon is known to exist and was noted in operation several times in the course of field operations in this locality. However, the beacon falls outside the area of the photos and an accurate position for charting will necessitate triangulating it in as it is on the top of a high hill.

At Kingston Point there has recently been erected (Nov. 1935) a large board sign facing the water, "CABLE CROSSING. DO NOT ANCHOR." Also on the opposite shore there is a similar sign. These signs were erected because of the Central Hudson Gas & Electric Co. cable which has just been laid across the Hudson River. For details see field photo V-349 (875A-8). The cable is in an important area as large oil tankers frequently anchor in the nearby vicinity to unload oil for the many distributors located at Kingston.

At Wilbur up Rondout Creek there is a cable crossing which is uncharted on the present chart 283. Detail information and position is shown on the copy of chart 283 submitted with this report.

The pipeline area as shown on the present chart 283 is somewhat out of position. The actual path of the pipeline as laid on the creek bottom is curved and is more to the westward at the south shore than shown on the chart. Information was obtained from the Central Hudson Gas & Electric Co. Engineer's Office and shore ends plotted on field photo from observation. For detailed information and position see field photo V-313 (875A-8).

There are two other cable crossings not shown on the present chart 283 at Rondout Creek. They have been shown correctly on the field photos V-312 (875A-8) and V-314 (875A-8) with detailed notes.

The cable areas mentioned above have been charted on a photostat copy of Lieut. Bond's 1934 topographic sheet, Reg. No. 6204, and forwarded to the District Engineer, U.S. Army Engineer's Office, Albany, N.Y. for authority to chart. The letter in reply is included in the back of this report; the photostat is included in the portfolio of photostatic copies of "Bond's 1934 Topographic Sheets, Nos. 6202 to 6207" which is submitted with this report.

COAST PILOT NOTES.

The Coast Pilot and latest Supplement have been investigated and the following additions and corrections are submitted:-

Page 324, last line on page, "Two fixed bridges, with -----"

See back of field photo V-313 (875A-8) and front of photo V-312 (875A-8) for clearances and bridge lights.

Page 325, Rondout and Kingston. - line 3, strike out "Rondout and".

To read "At South Rondout there are facilities for building and repairing hulls and ordinary repairs to machinery." Strike out sentence "The capacity of the floating ----- (2.7m) at high water." There are no longer any such facilities at Rondout. Substitute the following sentence

in place: "There are two floating docks at South Rondout. The capacity of the larger is 1,000 tons, 180 feet keel block length, width 52 feet, and can handle a draft up to 15 feet at high water; the smaller dock accommodates vessels up to 600 tons, 150 ft. keel block length, 40 ft. width, and maximum draft of 12 ft. at high water." Strike out the sentence "There is also a marine railway for small boats at Rondout." Substitute with sentence "There is also a marine way at South Rondout capable of handling boats up to 30 tons, 60 ft. length, 16 ft. width and maximum draft of 7 ft. at top high water." There is no marine way at Rondout.

After the above corrections insert the following new addition - "There are two marine railways at (Island Dock) Kingston. The capacities are, for the larger, 1,000 tons, 200 ft. length, 42 ft. width at bottom, and can accommodate 2 ft. draft at bow and 14 ft. at stern (of 200 ft. vessel); the smaller marine way can handle boats up to 30 tons. All ordinary repairs can be made here."

Page 325. Line 11 - Esopus Creek - ~~Strike out: "on the westkill bank"~~ and replace by "the LONG DOCK on the west shore."

Page 325. Catskill Creek - After the sentence "Catskill is a village, with a number of factories, on the creek.", add the following: "About $\frac{1}{2}$ mile in from the mouth of the creek, on the south bank, there is a marine railway capable of handling small boats not exceeding 35 ft. in length, and draft of 4 ft. at high water. Emergency repairs of ordinary nature can be made here; storage for small craft can also be furnished."

Page 326. Line 7 from top - Strike out "The Hopper Nose" and replace by "The Hop 'O Nose". Mr. R.L. Fisher, draftsman on this party, living in Catskill and two Catskill rivermen verified this spelling.

Page 326. Line 12 - Strike out the sentence "There is a marine railway ----- draft, aft. Repairs can also be made." The preceeding addition for Catskill provides the necessary correction.

Page 326. Line 21 from top - After "about 1,000 tons", insert "length 160 ft., width 40 ft., draft 9 ft. at high water,".

Page 326. Line 24 - Strike out "155", and replace by "145". Also change "(47 m.)" to "(44 m.)". See paragraph on TRANSMISSION LINES for detailed information.

Page 326. Just before paragraph on HUDSON add "At the northern boundary of the village of Catskill a new fixed bridge, called THE RIP VAN WINKLE BRIDGE, over the Hudson River was opened for use in July 1935." For detailed information relative to clearances and bridge lights see paragraph Bridges in this report.

Page 326. Line 36 from top - Revise the sentence "At New Baltimore there is a railway with a capacity of about 400 tons." to read "There are two marine ways at New Baltimore. The larger way will accommodate vessels up to about 400 tons, 150 ft. keel-block length, 40 ft. width, and 11 ft. draft at high water, while the smaller has a capacity of 10 tons, length 50 ft., width 20 ft., and draft of 6 ft. at high water. General building and repairing are done here."

Page 326. Line 42 from top - Strike out "139 feet (42.4 m)" and replace by "144 feet (43.9 m)". In support of this three separate measurements with a 300 ft. steel tape to the water level at 8:15 am. Nov. 27, 1935 gave a reading of 146 feet. The height of tide was computed from the Predicted Tide Tables as 2 feet below mean high water.

In addition to the above notes, Coast Pilot information relative to cable areas is listed on page 4 of this report. Also data in paragraph BRIDGES is of value for Coast Pilot information. (Also see photostated topo. sheets 6202 - 6207).

BRIDGES.

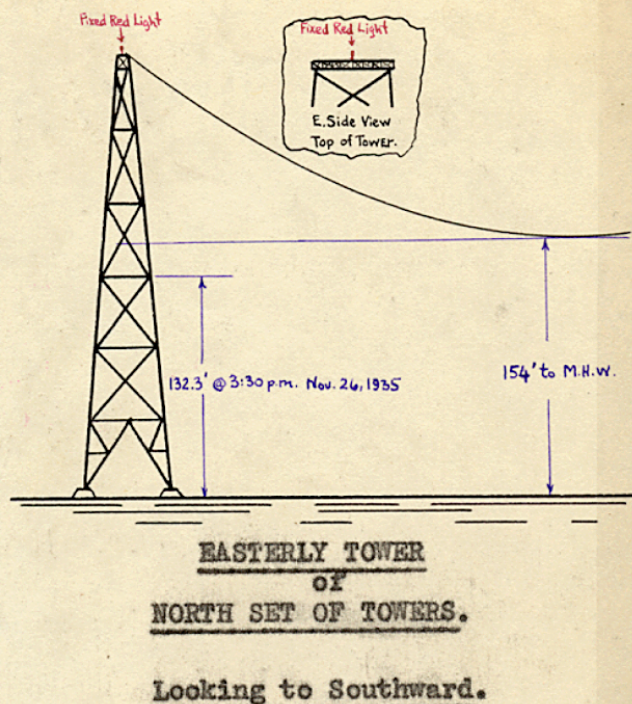
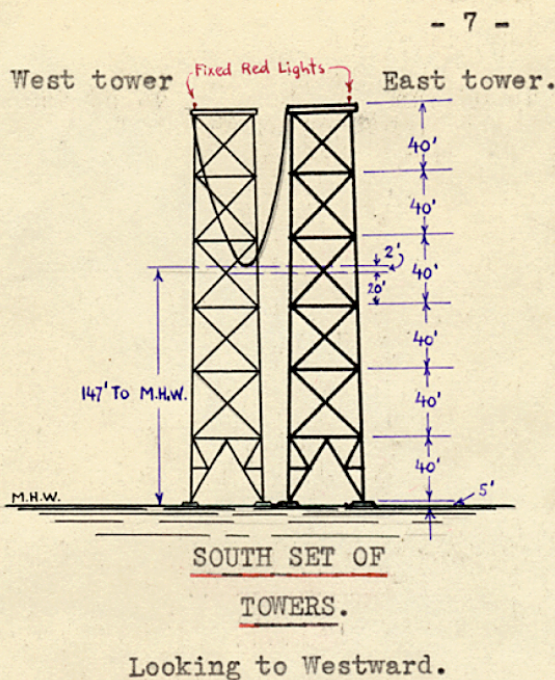
In the course of the field inspection the following bridges were investigated:-

- (1) Rondout Creek, N.Y., West Shore R.R. Bridge, a single span over the channel, vertical clearance to water level at 11:30 am. Nov. 26, 1935 measured 148 feet. There is an inverted truss span at the south end of the bridge and projecting over the water; the clearance to water level Nov. 26, 1935 at 11:27 am. measured 124 feet. The channel is under the north span. (See field photo V-312 (875A-8).)
- (2) Rondout Creek, N.Y., U.S. Route 9W Highway Bridge, single span suspension bridge. At main channel (south) clearance over water level Nov. 26, 1935 at 9:30 am. was 87 feet. Clearance over the north channel above water level Nov. 26, 1935 at 10:00 am. was 75 feet. Bridge is marked by lights as shown on the sketch on back of field photo V-313 (875A-8).
- (3) Hudson River, N.Y., Castleton, Hudson River Connecting R.R. Corp. Bridge, 2 large trussed spans, fixed bridge. Vertical clearance over water level Nov. 27, 1935 at 8:15 am. measured 146 feet. Bridge appears on field photo V-1 (874-8).
- (4) Hudson River, N.Y., Rip Van Winkle Bridge at Catskill, 2 trussed channel spans, fixed bridge. Vertical clearance over water level Nov. 27, 1935 at 9:25 am. measured 150 feet. Bridge is marked by lights as shown on back of field photo V-240 (874D-8).

All bridge measurements were carefully made with a 300 foot steel tape dropped to water level and time (E.S.T.) noted. Several measurements were taken at each bridge in order to insure accuracy of results. Although the above clearances may be computed for the plane of Mean high water from the Predicted Tide Tables it is felt the Division of Tides can give a more accurate determination. X

TRANSMISSION LINES.

There are two sets of high voltage transmission lines across the Hudson River just below Hudson and Athens. The lowest set of wires is about 145 feet above the water at the center of the river; it is the southerly set of towers belonging to the Central Hudson Gas & Elect. Co. In a conference with this company's engineer, Mr. H.O. Bundy, at Poughkeepsie the original plans approved by the Army Engineers were seen; these called for towers 245 feet high with 100 foot sag in wires making 145 foot clearance above high water. When checked up in the field by actual observation a clearance above H.W. of 147 feet was obtained. The following page shows the method of field checking the clearances.



SOUTH SET OF TOWERS. From ahill in back of the east tower the lowest dip of the wires was noted in relation to identical points on both the east (near) tower and the west (far) tower. It was noted the wire dipped down almost to the center of the fourth panel. A point 2 feet (estimated) was then lined up and the wire appeared to meet this point. The panel distances given above were obtained from the Central Hudson Gas and Electric Co. Engineer at Poughkeepsie, and verified (except 2 upper panels) by field observation and measurement. It is believed that 145 ft. clearance (plans approved by U.S.E.D.) should be charted as the field clearance (measured in November) of 147 ft. may be less at summer temperatures, also the U.S. District Engineer states "about 146 ft." (See letter in back of this report.) (Also see C.H.G. & E.Co. letter pagell.)

NORTH SET OF TOWERS. On Nov. 26, 1935 at 3:30 pm. the easterly tower of the north set of towers was climbed. At the foot of the fourth panel the distance was measured to the water level by means of the 300 foot steel tape. The tower was then climbed the additional distance to bring the lowest dip of the wires in range with an identical point on the west tower, and the distance of 22 feet was measured. This gave a total distance of 154.3 feet between the lowest dip of the wires and the water level at 3:30 pm. Nov. 26, 1935. From the Predicted Tide Tables it was computed that the stage of tide at this time was very close to M.H.W. which would make the clearance of the north set of wires at about 154 feet above M.H.W.

On Nov. 29th. as an additional check the lowest sag of the wires was determined in the same manner as for the south set of towers. The wires appeared to meet a point about 2 feet (estimated) below the intersection of the diagonals of the fourth panel. The distance from the top of the third panel to the intersection of diagonals of the fourth panel was 24.5 feet (obtained from N.Y. Power & Lt. Corp., see letter, page 12.) With this data it was calculated the clearance above mean high water amounts to 155 feet.

GEOGRAPHIC NAMES.

A list of all geographic names within the area of this inspection is submitted on the required forms in the back of this report. They have also been shown on the index charts submitted with this report.

CHANGES SINCE DATE OF PHOTOGRAPHS.

As all photographs have been taken since May 16, 1935 and are of recent date, there are very few changes in topographic detail which does not already appear on the photos. There are some minor changes which have been listed below.

(1) The River Road, three miles south of Kingston along the west bank of the Hudson River from Big Rock Pt. to Dinsmore Pt., has been widened and regraded.

(2) Near Castleton there are two dredges pumping fill on the east banks of the river. Also dredge in operation on photo V-256 (874C-8).

INTERPRETATION.

Since all photographs have not been labeled with copious descriptive notes relating to culture, etc. it will be necessary that compilers interpret a certain amount of detail. For their aid in this key photos have been prepared in the field calling attention to specific detail. A study and reference to the key photos can be made when interpretation of questionable detail arises. The following tabulation lists the number of the photo with detail illustrated on each:-

Photo No.	Detail Illustrated.
V-283 (875A-8)	- - - Orchards, Grape vineyard.
V-286 (875A-8)	- - - Stone fences.
V-290 (875A-8)	- - - Concrete and asphalt road, base-ball fields.
V-297 (875A-8)	- - - Cedar, pine, oak, elevated telephone cables.
V-302 (875A-8)	- - - Cultivated land, grass pastures, grape vineyard.
V-203 (874D-8)	- - - Pine, oak, maple, cedar.
V-209 (874D-8)	- - - Clay pits.
V-189 (874D-8)	- - - Pine, cedar, fields once cultivated.
V-193 (874D-8)	- - - Rock quarry, high-tension line towers.
V-192 (874D-8)	- - - Marsh with drainage ditches.
V-195 (874D-8)	- - - Railroad, roads, trails.
V-248 (874C-8)	- - - Marsh below H.W., grass in water.
V-256 (874C-8)	- - - Suction dredge with pontoon pipe line.
V-322 (875A-8)	- - - Formal garden, cemetery.
V-332 (875A-8)	- - - Golf course.
V- 98 (874 -8)	- - - Sand fill.
V-109 (874 -8)	- - - Race track and stables.
V-117 (874 -8)	- - - Poultry farm, orchard, cultivated land.

In towns and villages, churches, post offices, fire departments, railroad stations, schools and other public buildings have been labeled on the field photographs.

FUTURE WORK.

Inasmuch as all the photographs for the upper Hudson River area were not furnished the field party it will be necessary to complete the inspection of the remaining photos before a complete compilation can be made. At that time it may be well to establish additional control stations as mentioned in paragraph CONTROL, Triangulation, page 3. For the purpose of future work there is submitted on the following page a complete list of all data pertaining to this area, and submitted with this report.

DATA WITH THIS REPORT. (see B.G. Jones)

The following tabulation lists all data included with this report:

- 1- Field photos as listed on pages 1 & 2 of this report.
- 2- Field photos (Not inspected) as follows:- (Received after inspection)
 - V-232 to 237 (874D-8) inclusive, except 235 is missing.
 - V-33 to 85 (874 -8) " .
 - V-130 to 138 (874 -8) " .
 - V-343 to 364 (874B-8) " .
 - V-365 to 393 (874D-8) " .
 - V-395 to 413 (874 -8) " .
- 3- Index charts:
 - 2 copies, Index Chart "A"(283).
 - 2 " " " "B"(283).
 - 2 " " " "C"(284).
 - 2 " " " "D"(284).
- 4- Two portfolios, photostat copies "Bond's 1934 Topo. Sheets Nos. 6202 - 6207 & Recoverable Topographic Stations."
- 5- One portfolio, photostat copies "Egner's 1933 Triangulation, Descriptions of Stations, Hudson River, N.Y."
- 6- One portfolio, photostat copies "Bond's 1934 Triangulation, Descriptions of Stations, Hudson River, N.Y."
- 7- Two blueprints of J.A.Bond's 1934, Hudson River, N.Y. progress sketch.
- 8- Two " " Egner's 1933, Hudson River, N.Y. Triangulation progress sketch.
- 9- One portfolio, photostat copies "Egner's 1933 Triangulation, Geographic Positions, Hudson River, N.Y."
- 10- One portfolio, photostat copies "Bond's 1934 Triangulation, Geographic Positions, Hudson River, N.Y."
- 11- One portfolio, photostat copies "Egner's 1933 Triangulation, List of Directions."
- 12- One portfolio, photostat copies "Bond's 1934 Triangulation, List of Directions."
- 13- One portfolio, photostat copies "Landmarks & Aids to Navigation, Egner & Bond."
- 14- Six Geological Survey maps covering area of this inspection.
- 15- One sketch book indexing recovered Control Stations.
- 16- Maps obtained from local village Engineers as follows:-
 - 4 copies - Zone map of Kingston, N.Y.
 - 2 " - Blueprint map of City of Kingston, N.Y.
 - 1 copy - Highway map of Ulster County, N.Y.
 - 1 copy - Map of Saugerties, N.Y.
 - 2 copies - Map of City of Hudson, N.Y.
- 17- 246 cards, Recovery Note, Triangulation Station (form 526).

GENERAL.

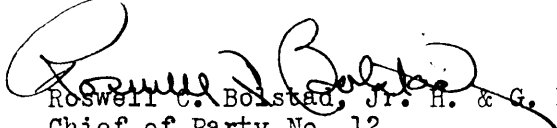
At such time as the compilations may be completed it is recommended that copies of the compilations be furnished to the City Engineers of Kingston, Hudson and Saugerties for their respective cities. Cooperation has been received from each of these cities (Also see page 11.)

In addition to the sketch and description submitted on the Recovery Card (form 526) where additional measurements have been made at the control stations to aid in locating the station on the photographs, a sketch is shown on the back of the photo upon which the stations is

spotted. This will aid in accurately locating the stations on the 1-5,000 scale prints without loss of time in searching for the Recovery card.

No inspection of the photographs north of Albany was made as, according to all information received from the Office, there is no control in this area. All photographs received by this party have been indexed on the index charts herewith submitted. However, only those photos listed on pages 1 & 2 of this report have been field inspected.

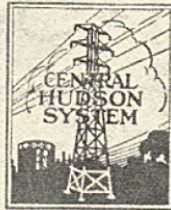
Respectfully submitted,


Roswell C. Bolstad, Jr. H. & G. Engr.,
Chief of Party No. 12.

Dec. 30, 1935.

CENTRAL HUDSON GAS & ELECTRIC CORPORATION

50 MARKET ST.



POUGHKEEPSIE, N.Y.

December 31st, 1935.

Lieut. R.C. Bolstad,
U.S. Coast and Geodetic Survey,
307 Detention Building,
Fort Mc Henry,
Baltimore, Md.

Dear Sir:

We have measured the clearance at our Hudson River Crossing at Athens, N.Y. The measurement was made on December 23, 1935 at 9:05 A.M. and showed 157'8" with the river level 7'8" below the bottom of the steel on the west tower. Temperature was 12°F. above zero; the weather clear and cold, with a northwest wind.

From the above data, we have computed the following conditions:

1. At the time of measurement, the water level was 2.1 feet below mean high water. ?
2. At 60°F. the clearance above mean high water would be 152'-7". ?
3. At 120°F. the clearance above mean high water would be 149'4". ?
4. At 32°F. and 1/2" ice, the clearance above mean high water would be 148'5". ?

^{o.k.} Our permit from the War Department calls for a clearance of 145' above mean high water. I trust this will give you the required information and it probably is in order to correct the figure published in the "Coast Pilot" that the clearance is 150 feet, which I recall is what you said when you were here.

Very truly yours,

CENTRAL HUDSON GAS & ELECTRIC CORPORATION

BY:

O.H. Bundy

O.H. BUNDY/W

Chief Engineer

? Rch.

(COPY)

NEW YORK POWER AND LIGHT CORPORATION

Albany, N.Y.

January 6th, 1936

Roswell C. Bolstad, Lieut. (j.g.)
Chief of Party No. 12,
307 Detention Bldg.,
Fort McHenry, Baltimore, Md.

Dear Sir:-

I am attaching your sketch of the tower of our
110kv river crossing a short distance south of
Hudson, New York, on which has been indicated the
dimensions you requested.

Dimension "A" is calculated distance based
upon your observation of November 26th, and indicates
a clearance of 155 ft. Our permit from the War Depart-
ment calls for a clearance of not less than 147.6 ft.
above mean high water.

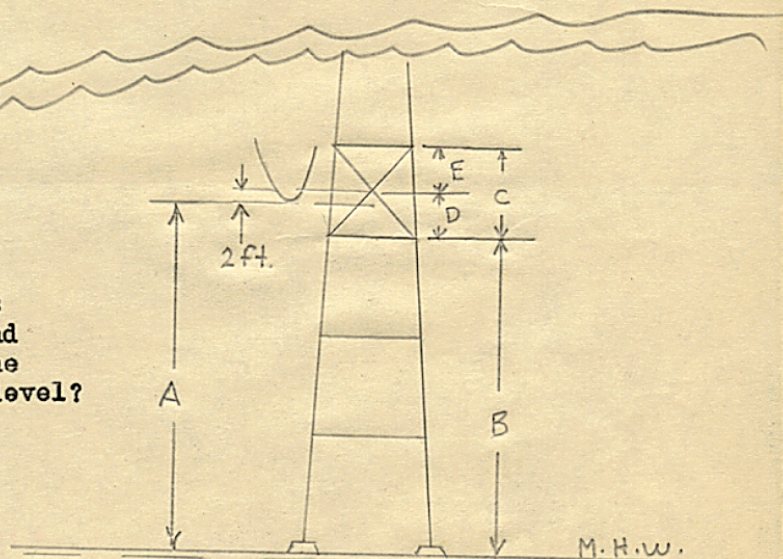
Very truly yours,

(Signed) Gardner C. George,
CHIEF ENGINEER

SOS:JS
Att.

Are the east & west towers
exactly the same height and
dimensions and are they the
same heights above water level?

YES.



NORTH CROSSING

A	B	C	D	E
155*	132.5'	42.5'	24.5'	18.0'

TOWER ON East Side OF
HUDSON RIVER
JUST SOUTH OF HUDSON, N.Y.
EAST & WEST FACE

* As calculated from above observation on sag
Nov. 26, 1935.

GEOGRAPHIC NAMES

~~Survey No.~~
 AIR PHOTO FIELD INSPECTION
 REPORT.
 UPPER HUDSON RIVER, N.Y.
 Name on Survey

	A	B	C	D	E	F	G	H	K	283	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	Hwy. Maps & Signs.
Crum Elbow Pt.	283		Rhinebeck.	4 men						1									
Black Cr.	"		"	4 men					Map & sign.	2									
Lake Chodikee ✓				9 men					Signs	3									
Greer Pt.	"	T-6202	"	4 men						4									
Hyde Park	"	T-6202	"	3 men					Map & signs	5									
West Park	"		"	4 men					"	6									
Bards Rock	"	T-6202		3 men						7									
East Park			"	2 men					"	8									
Blunts I.	"	T-6202		3 men						9									
Bolles I.	"	T-6202		3 men						10									
Esopus Id.	"	T-6202	"	4 men					Map.	11									
Esopus	"	T-6202	"	4 men					Map & signs	12									
Indian Rock	"	T-6202		5 men						13									
Staatsburg	"		"	4 men					Map & signs	14									
Ulster Park	"		"	4 men					"	15									
Cave Pt.	"	T-6202		3 men						16									
Dinsmore Pt.	"	T-6202		3 men						17									
Dinsmore	"	T-6202		3 men						18									
Mirror Lake				4 men					3 Signs	19									
Esopus Lake				4 men					2 Signs	20									
Prospect Hill	"		"	4 men						21									
Hemlock Pt.	"	T-6202		3 men						22									
Vanderberg Cove	"	T-6202	"							23									
Fallsburg Cr.	"	T-6202	"	1 man						24									
Landsman Kill	"	T-6202	"	3 men					Sign.	25									
Jones I.	"	"								26									
Esopus Meadows	"	"		2 men						27									

Remarks

Decisions

1	Local landmen unfamiliar with name; well known to rivermen.	
2	N.Y.State Highway metal sign.	
3	Road signs call attention to school on "Lake Chodikee". Formerly "Black Pond" - Locally known as "Lake Chodikee".	
4		
5		
6		
7	Name verified by rivermen.	
8		
9	Name verified by Kingston ferryman and tug boat captains. Three local landmen gave no name.	
10	" " " " " " " " " "	
11		
12		
13	Historic name known to local landmen.	
14		
15		
16	Name verified by rivermen. Inquiry of local landmen gave no name.	
17	" " " " " " " "	
18	Named from old Dinsmore Estate. There is no regular settlement or village here. Known as "Dinsmore Estate".	
19	Name appears strongly established and in use. Road signs call attention to Inn on "Mirror Lake".	
20	Northerly lake now called "Esopus Lake".	
21		
22		
23	Known as "Mortons Cove" by Kingston ferrymen (2) who claim name is used by rivermen. Verified by 1 other riverman.	
24	Inquiry of 5 local landman produced only one verification.	
25	Historical. On metal sign on highway, route 9, by State Education Department 1932.	
26	Inquired of 4 local landmen but could find no one to verify or give new name. May be known to rivermen.	
27		

GEOGRAPHIC NAMES

Survey No.
AIR PHOTO FIELD INSPECTION
REPORT.
UPPER HUDSON RIVER, N.Y.
Name on Survey

	A	B	C	D	E	F	G	H	I	J
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	Hwy. Maps & Signs.	
Ellerslie	283	T- 6202		3 men						1
Sturgeon Pt.				3 men						2
Big Rock Pt.	283	T- 6202		3 men						3
Huzzy Hill	283		Rhine- beck.	3 men						4
Rhinecliff	283	T- 6203	"	4 men				Maps & signs.		5
Rhinebeck	283		"	5 men				"		6
Port Ewen	283	T- 6203	"	4 men				"		7
Sleightsburg	283		"	4 men				Map.		8
Kingston	283	T- 6204	"	7 men				Maps & Signs.		9
Rondout		T- 6203	"	*						10
South Rondout	283		"	*				Map.		11
Rondout Creek	283	T- 6204	"*	4 men	yes			Sign.		12
Wilbur	283			*				Map.		13
Eddyville	283			4 men				Maps.		14
Gumear I. *	283			3 men						15
New Salem	283			5 men				Map.		16
Kingston Pt.	283	T- 6204	"	5 men	yes					17
Devils Lake					yes					18
N.Y.C.R.R. (West Shore)	283		"	10 men	yes			Map.		19
N.Y.C. & H.R.R.R.	283		"	6 men	yes					20
East Kingston	283	T- 6203	"	5 men				Maps.		21
Central New England R.R.				7 men						22
Clifton Pt.	283	T- 6203	"	3 men						23
Mt. Rutsen	283		"	4 men						24
Katrine	283		"	6 men				Map.		25
Lake Katrine	283		"	5 men				Maps.		26
Ulster Landing *				8 men						27

Remarks

Decisions

1	Is an old estate. Name is still well known as "Ellerslie Estate".	
2	Name obtained from Kingston ferryman & verified by two other rivermen. They state name well known to rivermen.	
3		
4		
5		
6		
7		
8		
9		
10	*In 1872 Rondout was incorporated into the city of Kingston. P.O. is called Rondout and rivermen refer to Rondout.	
11	*According to postmaster P.O. is called "CONNELLY" and village "SOUTH RONDOUT". Verified by four men.	
12	*U.S. Geological Rhinebeck Quadrangle Map shows as "RONDOUT RIVER". N.Y. State metal Hwy. sign says "RONDOUT CREEK".	
13	*In 1872, at same time as Rondout, was incorporated into the City of Kingston. Some rivermen still use the name.	
14		
15	*Correct spelling obtained from Connelly postmaster; verified by two other men.	
16		
17		
18	Shown on the map of the City of Kingston and said to be correct by the Kingston City Engineer.	
19	The N.Y.C.R.R. leased the West Shore R.R. and operate it. Show on charts as indicated.	
20		
21		
22	Well established locally.	
23		
24		
25		
26		
27	*Replaces the old name of "Heath". None of the present local dwellers have heard of the name of "Heath". Well established.	

GEOGRAPHIC NAMES

~~Survey No.~~
 AIR PHOTO FIELD INSPECTION
 REPORT.
 UPPER HUDSON RIVER, N.Y.
 Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List Maps & Signs.	Hwy. Maps
A	B	C	D	E	F	G	H	K	
Barrytown	283	T-6203	Rhine- beck.	5 men	yes			Maps & Signs.	1
Goose I.	283	"		3 men					2
Picnic Pt.	"	"		4 men					3
Astor Pt.	"	"		4 men					4
Red Hook			"	4 men				Maps & Signs.	5
Tyler Pt.	"	"		3 men					6
Glenerie			Cats- kill.	2 men				Map.	7
Turkey Pt.	"	"	"	5 men					8
Hogs Back	"			4 men					9
Trap Cliff	"	"		* 2 men					10
South Bay	"	"	"	4 men					11
Livingston I.	"			* 3 men					12
Annandale	"		"	4 men					13
Cruger I.	"	"	"	5 men					14
Saw Kill			"	2 men					15
Glasco	"	T-6205	"	5 men				Maps & Signs.	16
Saddle Bags	"			4 men					17
North Bay	"		"	4 men					18
Magdalen I.	"	"	"	3 men					19
Stony Cr.	"		"	3 men					20
Madalin	"		"	4 men				Maps & Signs.	21
Sycamore Pt.	"	"	"	3 men					22
Tivoli	"	"	"	6 men				Maps & Signs.	23
Long Dock			"	6 men					24
Esopus Creek	"	"	"	4 men	yes			Map & Sign.	25
Saugerties	"	"	"	6 men	yes			Maps & Signs.	26
Rock Id.			"	4 men					27

Remarks

Decisions

1		
2	One local man called "Daisy Island" but could get no one else to check this name. Rivermen call "Goose Id."	
3		
4		
5		
6		
7		
8		
9		
10	* Only two old timers have heard of name; asked about 10 local people. Not in common use today. Ferryman have not heard of.	
11	*3 men have heard called "Livingston Id" but most local landsmen call "SKILLPOT ID."& 5 men verified.	
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24	Name "LONG DOCK" well known and in use.	
25		
26		
27	Not so well known by landsmen; rivermen use this name.	

GEOGRAPHIC NAMES

~~Survey No.~~
 AIR PHOTO FIELD INSPECTION
 REPORT.
 UPPER HUDSON RIVER, N.Y.
 Name on Survey

	A	B	C	D	E	F	G	H	K	Hwy. Maps & Signs.
Green Flats	283			4 men						1
Canoe Hill	"		Cats- Kill	4 men						2
Malden	"	T- 6205	"	5 men					Maps & Signs.	3
Saw Kill	"	"	"	4 men					Hwy. Sign.	4
Eves Pt.	"	"	"	3 men						5
The Maelstrom	"			3 men						6
Upper Flats	"			3 men						7
West Camp	"	T- 6205	"	5 men					Maps & Signs.	8
Cheviot	"		"	6 men					Maps.	9
East Camp *	"			"						10
Wanton I.	"	"	"	*						11
Cementon *				4 men					Maps & Signs.	12
Germantown	"		"	6 men					"	13
North Germantown	"		"	6 men						14
Upper Coal Beds	"			3 men						15
Silver Pt.	"	"		3 men						16
Duck Cove	"	T- 6207	"	5 men						17
Inbocht Bay*	"		"	5 men						18
Inbocht Channel *	"			5 men						19
Alsen	"		"	6 men					Maps & Signs.	20
Dewitt Pt.	"	"	"	3 men						21
Sewards I.	"			*						22
Van Luvén Lake	"		"	3 men						23
Post Cr.				3 men						24
Green Pt.	"	"	"	4 men						25
Mineral Spring Brook	"	"	"	2 men						26
Livingston Cr.	"	"		5 men						27

Remarks

Decisions

1	Verified by rivermen.	
2		
3		
4	N.Y. State metal sign on Hwy. 9W "SAW KILL".	
5		
6	Not well known to local landmen; rivermen know.	
7	" " " " " " " " .	
8		
9		
10	* East Camp is now part of Cheviot and name should be taken from chart. No one goes by old name "East Camp" now.	
11	*Could not find a single person, rivermen or landmen, to verify this name. Asked about 12.	
12	*This name is well established and includes the area once known as "Smith Ldg." which is no longer used.	
13		
14		
15		
16		
17		
18	*Correct spelling verified by 5 men; tel. directory has "Inbought".	
19	* " " " " " " " " .	
20		
21		
22	*1 old timer had heard of name. Today commonly referred to as "Gull I."; verified by 3 local landmen.	
23	*Appears to be equally well known to local landmen as "Black Lake"; better retain old name.	
24		
25		
26		
27		
M 234		

GEOGRAPHIC NAMES

Survey No.
~~Sub No.~~
 AIR PHOTO FIELD INSPECTION
 REPORT.
 UPPER HUDSON RIVER, N.Y.
 Name on Survey

	A	B	C	D	E	F	G	H	K	
Burden	283		Cats-kill.	4 men						1
Mt. Tom	"		"	3 men						2
Linlithgo	"	T-6207	"	5 men					Maps & Sign.	3
Burgett Cr.			"	3 men						4
Foxes Cr.				* 2 men						5
Burden Dock	"	"	"	6 men						6
Oak Hill Landing			"	6 men						7
Ramshorn Cr.				5 men						8
Dubois Cr.		T-6206	"	5 men						9
Catskill	"	"	"	7 men					Maps & Signs.	10
Catskill Cr.	"	"	"	4 men						11
Vosen Kill *			* "	5 men						12
Greendale			* "	4 men					Maps.	13
Collar Back	"			6 men						14
Church Hill	"		"	6 men						15
Hallenbecks Cr.	"	T-6207		4 men						16
Rogers Id.	"	"	"	7 men						17
The Plaatje				4 men						18
Hamburg	"	"	"	6 men						19
Corlear Kill	"	"	"	4 men						20
Mt. Merino	"		"	6 men						21
Percy Reach	"	"		4 men						22
Brandow Pt.	"	"	"	5 men						23
Jonesburg	"		"	3 men						24
Greenport Center	"		"	4 men						25
Hudson	"	"	"	5 men					Maps & Signs.	26
Athens	"		Coxs-ackie	4 men					"	27

	Remarks	Decisions
1		
2		
3		
4		
5	*Appears not to be well known. Could only get two men to verify after inquiring of about 12.	
6		
7		
8		
9		
10		
11		
12	*The prefix "HANS" has been dropped by Catskill dwellers. Verified by Catskill librarian & 4 others. On city map.	
13	* Greendale takes in all of area down to water front.	
14	Applicable to the ridge extending southward to West Camp.	
15		
16		
17		
18	Catskill librarian & 3 others verified.	
19		
20		
21		
22		
23		
24		
25		
26		
27		
M 234		

UNITED STATES GEOGRAPHIC BOARD

Adopted name _____
 Thing named and location Tributary to Catskill Cr, Hudson R.,
Position of mouth Lat 42-13.5 Long 73-52.2 ^{N.Y.}

APPROVED

Names
Ramshorn Creek
Hans Vosen Kill

Authorities
*
#

Local usage

Recommendation of Executive Committee

Submitted by _____

Date _____

This card prepared by _____

GEOGRAPHIC NAMES

~~Survey No.~~
 AIR PHOTO FIELD INSPECTION
 REPORT.
 UPPER HUDSON RIVER, N.Y.
 Name on Survey

	A	B	C	D	E	F	G	H	K	Maps & Signs
South Bay	283			4 men	yes					1
Hallenbeck Hill	"		Coxsackie.	4 men						2
Murderers Cr.	"		"	8 men						3
Middle Ground Flats	"		"	4 men	yes					4
North Bay	"		"	4 men	yes					5
Priming Hook	"		"	4 men						6
Stottville	"		"	3 men					Maps & Signs.	7
W. Flats	"			2 men						8
Boston & Albany R. R. *				* 2 men					* Sign	9
Four Mile Pt.	284		"	5 men						10
Lamphere Dock *	"			* 4 men						11
Stockport Middle Ground	"		"	4 men						12
Stockport Cr.	"		"	4 men						13
Stockport Sta.	"		"	3 men					* Sign.	14
Stockport	No			4 men					Maps & Signs.	15
Columbiaville	284		"	3 men					"	16
Judson Pt.	"		"	3 men						17
Fitchs Whf.	"		"	3 men						18
Gays Pt.	"		"	3 men						19
Lampman Hill	"		"	3 men						20
Fordham Pt.	"			3 men						21
Little Nutton Hook	"		"	3 men						22
Nutton Hook	"		"	4 men						23
Newton Hook			"	* 2 men						24
Coxsackie	"		"	4 men					Maps & Signs.	25
West Coxsackie	"		"	4 men					"	26
Coxsackie I.	"		"	4 men						27

Remarks

Decisions

1		
2		
3		
4		
5		
6		
7		
8		
9	*Name is on R.R. road crossing sign, frt. & pass. depots.	
10		
11	* This name is an old name and is not in use to-day. Verified by 4 local people.	
12		
13		
14	* R.R. Station sign.	
15		
16		
17		
18		
19		
20		
21		
22		
23		
24	* Also reported to have Post Office by this name.	
25		
26		
27		
M 234		

GEOGRAPHIC NAMES

~~Survey~~
 Air Photo Field Inspection
 Report.
 Upper Hudson River, N.Y.
 Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List Signs.	Hwy. Maps & Signs.
A	B	C	D	E	F	G	H	K	
Light House I.	284		* 4 men						1
Coxsackie Cr.	"		Coxs- ackie. 4 men						2
Stuyvesant	"		" 3 men					Signs & Maps.	3
Bronk I.	"		" 3 men						4
Sickles Cr. *			" 3 men						5
Mill Cr.			" 1 man						6
Otter Hook			" 2 men						7
Hannacroix			" * 4 men						8
New Baltimore Sta.	"		" * 3 men						9
Bronks	"		3 men						10
Matthew Pt.	"		" 3 men						11
Houghtaling I. *	"		" 4 men						12
New Baltimore	"		" 4 men					Maps & Signs.	13
Poolsburg			" 3 men						14
Schodack *	"		* 2 men					"	15
Lower Schodack I.	"		Coxs- ackie. 4 men						16
Barren I.	"		" 3 men						17
Ravena	"		" 3 men					Maps & Signs.	18
Coeymans	"		" 4 men					"	19
^{ee} Coeyman Cr. *	"		" 4 men						20
Roah Hook	"		4 men						21
Mull I.	"		" 2 men						22
Little Schodack I.	"		* 1 man						23
Hell Gate	"		*						24
Schodack Cr.	"		Alba- ny 2 men						25
Upper Schodack I.	"		3 men						26
Mull Plaet	"		*						27

Remarks

Decisions

1	* Called "Rattlesnake I." on Geol. Map. "Lighthouse I" is correct now.	
2	* "Sickles Cr." replaces the name of "Deep Clove Kill" as shown on chart 284. Verified by local dwellers.	
3		
4		
5		
6	Appears to not be in very common use. Asked 5 people.	
7	" " " " " " " " " " " "	
8	* In good local use. By New Baltimore Postmaster & 3 others.	
9	* Is called "New Baltimore Station" on R.R. depot.	
10		
11		
12	* Correct spelling; was verified.	
13		
14		
15	* Should be correctly charted "Schodack Ldg.". Mail comes addressed that way also highway maps show as "Schodack Ldg.".	
16		
17		
18		
19		D & N
20	* Should be plural "Coeymans Cr.". Geol. Map shows this way. Was verified in field.	D & N
21		
22	Two old timers verified; not in very common use today.	
23	* One " " " " " " " " " "	
24	* Could find no one to verify; asked four local landmen.	
25		
26		
27	* Could find no one to verify; asked four local landmen.	

GEOGRAPHIC NAMES

Survey No.
 AIR PHOTO FIELD INSPECTION
 REPORT.
 UPPER HUDSON RIVER, N.Y.
 Name on Survey

	A	B	C	D	E	F	G	H	K	
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	Hwy. Maps & Signs.	
Mull	284			4 men						1
H.R.C.R.R.	"			3 men						2
Shad I.	"		Alba-ny.	3 men						3
Jollys Cr.	"		*	3 men						4
Baker Cr.			Alba-ny.	1 man						5
Schermerhorn I.	"		"	3 men						6
Muitzes Kill	"		Troy	5 men						7
Vlockie Kill	"		"	3 men					Sign.	8
Castleton on Hudson *	"		"	8 men					Maps & Signs.	9
Schodack Depot	"		*	3 men						10
Moordener Kill			Troy	3 men						11
Stony Pt.			"	3 men						12
Papscanee I.	"		"	4 men						13
Papscanee Cr.	"		"	4 men						14
Van Denburg Hill	"		*	3 men						15
Vierda Kill	"		"	3 men					Sign.	16
Pixtaway I.	"			*						17
East Greenbush Sta.			"	4 men						18
East Greenbush			"	3 men					Maps.	19
Cow I.	"		Alba-ny.	1 man						20
Campbell I.	"		"	3 men						21
Poplar I.	"			3 men						22
Selkirk	"		"	3 men					Maps & Signs.	23
Wloman Kill	"		"	3 men						24
Cedar Hill	"		"	3 men					Maps & Signs.	25
Parda Hook	"		"	3 men						26
Bear I.	"		"	2 men						27

Remarks

Decisions

1		
2	Hudson River Connecting Railroad.	
3		
4	* Called "Bennie Kill" on Geol. Maps.	
5		
6		
7		
8		
9	* Hwy. sign, P.O. sign & R.R. sign call by this name. Understood by inhabitants to be official city name.	
10	* Schodack Depot refers to R.R.Sta. and surrounding locality is called "Brookview"; verified by 3 men; on hwy. maps.	
11		
12		
13		
14		
15	* Is 3 words "Van Denburg Hill"; verified by 3 men.	
16		
17	* Name is not used to-day; 10 local people never heard of name.	
18		
19		
20	Name is probably in good usage. Had intention of obtaining further verification but overlooked on the list; 1 verified.	
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

~~Survey No.~~
 AIR PHOTO FIELD INSPECTION
 REPORT.
 UPPER HUDSON RIVER, N.Y.
 Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	Hwy. Maps & Signs.
	A	B	C	D	E	F	G	H	K
Wemple	284		Alba- ny.	3 men					Signs. 1
Van Wies Pt.	"		"	5 men					2
Bethlehem Center	"		"	4 men					Signs. 3
Glenmont	"		"	3 men					" 4
Island Cr.	"		"	4 men					5
Cabbage I.	"		"	3 men					6
Westerlo I.	"		"	4 men					7
Kerwood	"		"	5 men					" 8
D. & H. R.R.	"		"	4 men					" 9
Normans Kill	"		"	4 men					10
Normansville	"		"	4 men					" 11
Albany	"		"	3 men					Maps & Signs. 12
Staat Pt.	"		"	2 men					13
Cooper Kill	"			*					14
Teller Hill	"		Troy	4 men					15
Teller Crossing *			"	5 men					16
Grandview Hill	"		"	3 men					17
Clinton Heights			"	4 men					18
Onderdonk			"	4 men					19
Hampton Park			"	3 men					Signs. 20
Rysedorph Hill	"		"	4 men					21
Mill Cr.			"	2 men					Sign. 22
Cuyler Dike	"			*					23
Rensselaer	"		"	3 men					Maps & Signs. 24
Troy	"		"	3 men					" 25
									26
									27

	Remarks	Decisions
1		
2		
3		
4		
5		
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9	Delaware and Hudson R. R.	
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12		
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14	* Could find no one to verify; asked 6 local landsmen.	
15		
16	* "Teller Crossing" is well established name to-day & is used instead of Teller Siding as shown on Geol. map.	
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23	* Could find no one to verify; asked 5 men; no one had heard of the name.	
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27		
M 234		